













## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MIKE MARU	(BOMBAY, VIA SINGAPORE and) S. KAWANABO	TUESDAY, 3rd September, at Noon.
WAKASA MARU	(MARSEILLES, LONDON, and) ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	THURSDAY, 7th September, at Noon.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 28th August, 1899.

NAVIGAZIONE GENERALE ITALIANA  
(Florida and Rubattino Tidal Companies.)

STEAM FOR SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LEGHORN AND GENOA. (DIRECT WITHOUT TRANSSHIPMENT.) Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODessa, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH AND SOUTH AMERICAN PORTS up to CALTAO, AND Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

## PROPOSED SAILINGS FROM HONGKONG.

\*SINGAPORE ..... Pizzarello ..... MONDAY, 4th Sept., at Noon.  
\*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.  
For further Particulars as to Freight Passage, &c., apply to

CARLOWITZ &amp; CO., Agents.

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This is one of the very first steps of disease. It is a warning note. You cannot afford to grow thin. Flesh is strength. If you lose it your blood becomes depleted, and Consumption, Scrofula, Anæmia, or some other wasting disease will follow.

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is a palatable nourishment that assists in forming healthy flesh. It enriches the blood, and overcomes the weak, emaciated tendencies which loss of flesh denotes. It gives vitality.

Sole Agents for Hongkong and the Empire of China: WATKINS &amp; Co., Hongkong.

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FOR ALL BILIOUS AND NERVOUS DISORDERS such as SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES. 50 Cents per Box.

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THE GREAT AUSTRIAN TONIC OF PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an EXQUISITE TASTE.

Agents for Hongkong: A. S. WATSON & Co., Hongkong, 1st September, 1899.

## Mails.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept., 1899.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets at various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY, through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

## TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANIES.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 23rd Sept., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th Nov., at Noon.

THE Steamship "HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 23rd September, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Large Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 29th August, 1899.

## WEST RIVER SERVICE.

THE New River Steamers "SANSUI" and "WUCHOW" will be despatched alternately from Messrs. DOUGLAS LAURENCE & CO.'S WHARF, at 5 P.M. on MONDAY, WEDNESDAY, and FRIDAY, for WUCHOW, calling at KONGMOON, KANCHUCK, SAMSHUI, SHUNING and TAKING.

Both Vessels have Superior Accommodation for Saloon Passengers.

Fares, including Sleeping Berth: HONGKONG TO SAMSHUI ..... \$5 HONGKONG TO WUCHOW ..... \$10

Meals can be obtained on Board.

For further information, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st August, 1899.

## NORDDEUTSCHER LLOYD.



## HAMBURG-AMERIKA LINE.

(Freight Service.) (East Asiatic Service.) (Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

## PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALESIA	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	14th September
NURNBERG	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	15th September
SAVOIA	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	16th September
SUEVIA	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	17th September
SERBIA	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	18th September
Ostermann	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG)	19th September

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

## U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 7th Sept., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 3rd October, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Friday, 27th October, at Noon.

THE U. S. Mail Steamship "CITY OF PEKING,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 7th September, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 12th August, 1899.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carlisle City ..... 3,002 ..... about ..... Sept. 15  
Thyra ..... 3,406 ..... about ..... Sept. 20  
Belgiah King ..... 3,379 ..... about ..... Oct. 15  
Carmarthenshire ..... 2,929 ..... about ..... Nov. 15

THE Steamship "CARLISLE CITY,"

will be despatched for SAN FRANCISCO and SAN DIEGO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full; value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight, Passage, &c., apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 11th August, 1899.

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 16th Sept., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 20th October, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 4th Nov., at Noon.

THE Company's Steamship

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 16th September, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, for embarkation at San Francisco for China or Japan, may, within one year, call at any port en route, and return to San Francisco without payment of additional fare.

All parcels should be marked to address in full; value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight, Passage, &c., apply to MELCHERS & Co., Agents.  
Hongkong, 16th August, 1899.



## THE PHILIPPINE WAR.

DEWEY'S FLEET, ENGINEER INTERVIEWED.

BALTIMORE, July 16th.  
Commander John D. Ford, who was Admiral Dewey's fleet engineer, has returned to his home here from Manila."When I left," he said to *The World* correspondent to-night, "we did not hold quite as much ground as during the first of August last year, and our lines were restricted to the suburbs of Manila. The troops did push out into the country, but could not hold the ground they made by raids."

"It is impossible to conquer the people or to gain the islands without more troops. If we send a great many more and bend all our energies to doing it we can beat them and take the islands, but it would mean a great loss of life. As it is now it's all we can do to hold our own."

"The line is always active and there is no relief. Men spend months in the trenches subjected to great mental and physical strain and never knowing at what moment they may be assailed."

"The lines of the natives are often not a block away from our own, and the rule is 'when you see a head exposed shoot it.' The Filipinos make no advances, but wait and shoot when they can, do all the damage to us they know how, and when we sally out they are driven back into places, where it is impossible to follow, so strong is their number, so impracticable the country."

"The Filipinos pictured in the papers are not the men we are fighting. The fellows we deal with out there are not ignorant savages, fighting with bows and arrows, but an intelligent, liberty loving people full of courage and determination. Their courage is undoubted and they fight to the death, having a superstition that if you are killed you do not die, but in three days reappear somewhere else."

"They are stronger, more determined and more skilful in the art of war than when the fighting started, and they have eleven millions of people to draw from. They are armed with Mausers, the best rifle in the world, and are far better marksmen than the Spaniards."

"The have a good Government, which they are operating successfully, and preserve law and order. They certainly don't think there is a hopeless fight, and I don't think any one else does who knows anything about it."

WHAT QUESTION OF OTIS'S STAFF THINKS OF THE SITUATION.

SAN FRANCISCO, July 21st.

"It will take from 100,000 to 150,000 soldiers to subdue the Philippines and hold them," says Dr. Charles A. McQueston, of Gen. Otis's staff, who was Health Officer of Manila, but has returned home an invalid.

Unless 100,000 thousands of them are sent to the aid of our men there they will be driven back into Manila during the rainy season."

"Our men cannot stand the climate. Fifty per cent will be incapacitated by sickness and the territory overrun will have to be abandoned. Manila will be in a state of siege again."

"The newcomers will be at a disadvantage because the volunteers who are returning home are tired to the bone. This will make more men necessary than we could otherwise have to put in the field."

"The Filipinos think they have the Americans 'licked' already."

BEST SOLDIERS IN THE WORLD.

"Our officers and soldiers have accomplished wonders and have proved themselves the best soldiers in the world. But nothing decisive has come of it because our men were not in great enough force."

"Colored men from the Gulf States might be enlisted, and that might settle the race question in that section too. These men would be better able to stand the climate conditions around Manila than white men, and they have proved good fighters."

"The volunteers all want to return home. I hardly think the plan to enlist three skeleton regiments from them will succeed. They enlisted to fight for their country, and do not want to fight an insurrection for money or fun."

COMMISSION A FAILURE.

"The peace commission was an absolute failure. Its work from the start was without effect. Mr. Schurman knew the commission was a failure and has come home."

THE NEW FRENCH SUBMARINE BOAT.

Some particulars have transpired of the new French submarine boat *Morue*, which has been launched at Cherbourg. She is better proportioned than the *Gusler*, which did not travel as fast as was expected, owing to its excessive length. The *Morue* is 97 ft long, and has a displacement of 140 tons. The hull of the *Morue* is shaped like a self-steering torpedo. At its extremity is a torpedo tube protected by armor, and forming the stem of the vessel. This stem is movable; it can be raised and lowered by machinery, worked from the interior of the vessel. The boat carries two torpedoes, one placed permanently in the tube and the other in a mine. When it is desired to fire a torpedo the stem is raised, and closes automatically after the torpedo is fired. The small quantity of water that has managed to penetrate into the tube during the operation is pumped out. The second torpedo can then be placed in the tube. The screw of the *Morue* is driven by an electric motor supplied by accumulators, and the boat can maneuver as long as the electricity is not exhausted. To re-charge the accumulators the boat must return to its special headquarters.

THE VENEZUELAN ARBITRATION.

In the Venezuelan arbitration case, in concluding his speech, the Attorney-General said that he did not wish to say hard things of the Venezuelans. But he could not but say the truth, which was that Venezuela within the area in question had done absolutely nothing to give her any claim to the territory. She had simply asked for it to be put in British territory. Probably the only motive that had prompted Great Britain to consent to arbitration in this matter, and to the expense and worry of allowing the title to her own property to be questioned was the higher and nobler motive of promoting the cause of peace and good will. For this reason she submitted the case to arbitration. It would be a death blow to arbitration if reason were given to suppose that a more rounded claim could be made to territory, and that a slice could be given for asking 211, said the Attorney-General, who was to be beaten in this arbitration. Let him at least be beaten on grounds of principle and of law and justice and equity. Then he would be content. He knew that he had submitted to the tribunal arguments which would lead him to the conclusion that these principles of law, justice, and equity were on his side. To these he made his final appeal.

## JAPANESE SHIPPING PROGRESS.

The progress of Japan as a shipping nation has been very appreciable. As we know, these good people took up with shipping after the war with China. It seemed an easy thing to them, in the exaltation of mind induced by victory, to wrest the carrying trade of China out of the hands of English and other conference lines, and it was an easy development from this attitude to the further ambition of competing with the mere Westerners on all the neutral routes. We take it that the Japanese have modified their views on this matter after two or three years of sad experience, for even with the aid of singularly handsome subsidies they have not succeeded in making anything like a decent profit on any of the new lines they initiated. The Japanese taxpayer, who has to pay in order that the country may boast a decent mercantile marine and that the Nippon Yusen Kaisha, the Osaka Shosen Kaisha and other companies may be helped towards dividends to their disappointed shareholders, has not the satisfaction of knowing that he receives even indirect benefit from his sacrifice. The idea was originally that the Japanese boats were to "cut" freights, and thereby compel the European lines to do the same. This would have been an undoubted benefit to Japanese traders. But the companies which are brought into rivalry with the older lines have been forced into the conference, and in this way rates of freight have been maintained. Even on this basis, however, the native steamers are unable to do anything striking in the way of profits. But they are persevering, and meantime the tonnage of Japanese shipping is increasing, more especially that tonnage which will have a right to claim the subsidy. Our Consul at Yokohama, in his last report, says that during 1898 the Nippon Yusen Kaisha added six vessels (five of which were built in England) aggregating 34,724 tons, to its fleet; and it has now running on the European line twelve steamers, of a gross tonnage of 23,623 tons, as well as six steamers averaging 3,000 tons on the Australian and American lines, which are a very long way from being profitable. In addition, another Japanese company, the "Toyo Kisen Kaisha" (Eastern Steamship) Company has started running three new steamers of 3,000 tons each between San Francisco and Hongkong via Japan ports and Honolulu. Some figures given by Mr. Foster to enter into a good notion of the amount of "encouragement" given by the Government to maintain these services. He says that the subsidies voted by the Japanese Diet for this last-named line and for the Nippon Yusen Kaisha to be in force for ten years, amount to some £455,000 per annum, being 2,673,894 yen for the Nippon Yusen Kaisha-Japan-Europe line; 654,030 yen for the same company's Japan-Seattle line (American run), and 1,013,880 yen for the Toyo Kisen Kaisha Japan-San Francisco line.

Apart from the question of profitable working it is undoubted that Japanese ships are increasing their hold of the trade in Far Eastern waters, and in this way they must be materially injuring the British and other lines. In the trade of Yokohama last year British tonnage shows an increase of 55 vessels and 104,169 tons; Japanese, 41 vessels and 99,113 tons; German, eight vessels and 31,794 tons; Swedish and Norwegian, four steamers and 5,038 tons. If Japanese foreign-going steamers constituted 75 per cent of the total for the port, Exclusive of Japanese vessels the same tonnage represents 67.9 per cent of the whole. Mr. Foster gives the following table, which will show the position at a glance—

	Increase	Decrease
British shipping	13.5	...
Japanese	38.1	...
American	...	11.8
German	...	27.2
French	...	6.3
Swedish & Norwegian	9.3	...

Doubtless, as our Consul observes, British shipping firms know to what extent it is profitable to send their ships to Yokohama port, and an increase from 263 ships of 433,175 tons in 1888 to 423 ships of 545,636 tons in 1898, say 170 ships and 112,461 tons, is a satisfactory showing. Our proportionate increase was relatively small last year because of our already large stake in the carrying trade of the port. Our tonnage increase is greater, as we have shown, than that of Japan, and more than three times that of Germany.

When the Japanese require vessels to be used in competition with others of European construction, whether in the Far East or elsewhere, they usually come to this country for them. We have received illustrations of this in the last year or two in the orders placed on the Clyde and the Tyne by the Nippon Yusen Kaisha and the other companies which are ambitious of securing some portion of the ocean carrying trade. But a shipbuilding industry on modern lines is now growing up in Japan itself and some progress is being made, and it will be remembered that one of the native yards turned out last year a big steamer to the order of the Nippon Company. Full official records of the tonnage launched in the whole country in 1898 are not available, but one estimate which we have seen puts the total at about 800,000 tons. The average is not high, of course—only 150 tons per vessel. But still, the industry is quite a young one so far as the construction of steamers is concerned, and as they feel their way better the native shipbuilders will no doubt undertake bigger orders. Some of the yards have already reached this stage, and the Mitsubishi Company, in particular, has been busy. It may be remembered, too, that the Osaka Iron Works has built three steamers—the *Osaka*, the *Osaka Shosen Kaisha*, the country owes much, of course, to the builders in the effort to make plans and material. However, recent achievements are notable in their way, and our friends can rest that a beginner must learn from somebody, however inherently clever he himself may be—*Bullington*.

BELLEVILLE BOILERS IN BATTLE SHIPS.

In the House of Commons, on Thursday, 13th July, Mr. Arnold-Forster asked the First Lord of the Admiralty whether, before finally sanctioning the adoption of the Belleville boiler for battleships and cruisers, now under construction or contemplated, of which the total cost will exceed £10,000,000, he will order a practical test to be made of the efficiency of those boilers under all conditions, as compared with other boilers; and whether, with this object in view, he will attach the *Canopus*, on command of *Disraeli*, and of the *Edgar* class, respectively, to carry out naval trials in company. Mr. Goschen, in reply, said that the efficiency of the Belleville boiler has been practically tested under various conditions. His friend did not seem to remember that vessels with Belleville boilers had already been attached to the Channel Squadron, and that the *Powerful* had been doing excellent and regular work among the cruisers on the China station. The adoption of Belleville boilers for battleships and first-class cruisers, now under construction, had been definitely decided on, and the question as to whether these ships are concerned could not be reopened. The*Canopus* will be commissioned as soon as she is ready, and attached to the Mediterranean Fleet. He could not make any definite statement as to the last part of the question. The Admiralty were taking advantage of every suitable opportunity to test boilers to the fullest extent with a view to further possible improvements. But why not settle all doubts, and quiet all doubters by sending a cruiser across the Atlantic and back at full speed? Mail steamers do it every week; why not a cruiser?—*Fairplay*.

## THE FUTURE OF THE YUKON.

A COMING GOLD PRODUCER.

The Vancouver *World*, in publishing the report of a visit to the Yukon goldfields, says:—On all sides development work has been going on, with excellent results. The richness has been proven, as borings have been made in many places, and the ground explored for a distance of 2,000 feet in length, by at least 100 feet in width. The work of constructing machinery for hydraulic mining the claim will be somewhat retarded in consequence of the machinery, which was built at Glasgow, Scotland, being delayed on the White Pass Railway. The company has decided to do some working during the winter. This will enable them to make a good showing for next spring. Some drifting may be done as the winter sets in, and the hydraulic machinery, however, will be proceeded with all possible haste, so that, when the season permits, this system will be utilized. It is not improbable that dredging machinery will like-wise be imported and placed on the ground where water can be utilized to advantage. The company have no doubt whatever as to the richness of the territory embraced within their lease. The writer says that Dawson has improved very much since last summer, and it is now assuming the proportions of a first-class city. Pretty much all the creeks have turned out well during the winter's operations; and when the cash-up is completed, says our correspondent, it will be found that the total output of the precious stuff, that is, what will be reported to the officials, will exceed \$20,000,000. Many millions more are being taken out, but as the exemption of royalty extends to \$5,000, no report will be made of these. "Everything considered," says the writer, "I have the fullest confidence in this country as a coming gold producer, and it will be many years, even centuries, before the precious yellow metal can be exhausted, as when the placer diggings have been exhausted, which will not be for at least half a century, come, quartz and copper mining will then become a leading industry in the far north."

LATE DAWSON NEWS.

A letter, dated Dawson City, the 21st June, announcing the safe arrival of a party in the capital of the golden north, states that filtered water was selling there at 25 cents per bucketful. The town was full, and new arrivals have some difficulty in securing lodgings. Prices still ruled high. Meals were \$1, fowls \$3 to \$4 each, meat \$1 per lb, eggs \$2.50 per dozen, potatoes 35 cents per lb, wood \$20 per cord, wire mattresses \$20, and everything else in proportion. The days are hot, and the nights not cool. Roses and other flowers are blooming profusely, and often the birds are singing in the neighbouring bushes at midnight. Bedroom windows have to be darkened in order to let people sleep.

## WHO HAD THE RIGHTS?

(New York World, July 11th.)

A Southern journal, quoting the *World's* statement that "Spain could not convey to us any rights in the Philippines which she did not possess," asks:Will the esteemed *World* tell the American people who did possess the "rights" it speaks of if Spain did not possess them?

The answer is very easy: The native inhabitants possessed the right to govern themselves, or to give their consent to being governed, which was included in the natural and unalienable right of all men to life, liberty and the pursuit of happiness.

Our authority for this opinion will be found in the Declaration of Independence of the United States of America, proclaimed on July 4, 1776. It is sustained and clinched in the joint resolutions of Congress, adopted on April 18th, 1898, declaring war against Spain. The very first of these resolutions proclaimed that—

The people of the island of Cuba are, and of right ought to be, free and independent. "Did the 'rights' of Spain in the Philippines rest on any different basis than her 'rights' in Cuba? Had she oppressed and robbed the Cubans? She had done the same to the Filipinos. Was her 'possession' of Cuba limited to the coast cities and to a few fortified and garrisoned towns? Her occupation of the Philippines was even more limited and precarious.

The cases are exactly parallel, on the basic question of rights. Beyond this it is undeniably true that the Filipino army rendered our forces more service in the capture of Manila than the Cubans did in the capture of Santiago, and that the Filipinos are, in the opinion of Admiral Dewey and other capable judges, better fitted for self-government than are the natives of Cuba.

Whatever rights Spain had forfeited in Cuba she had lost likewise in the Philippines. Whatever rights the people of Cuba had were possessed also by the inhabitants of the Philippines.

## Intimations.

NOTICE.

PRIVATE BOARD AND RESIDENCE,

166, Queen's Road East. Mrs. HORTON.

Hongkong, 30th June, 1899. (1853a)

CHS. J. GAUPP &amp; CO.,

CHRONOMETER, WATCH, AND CLOCK

MAKERS, JEWELLERS, SILVER

SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches

awarded the highest Prizes at every Exhibition;

and for Voigtlander and Sohn's

CELEBRATED OPERA GLASSES.

MARINE GLASSES AND SPYGLASSES.

Nos. 54 &amp; 56, Queen's Road Central. (40)

MEE CHEE JG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Ice-House Road.

IS now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICED

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Hongkong, 22nd September 1898. (41)

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY &amp; TAIWANFOO.

THE Company's Steamship

"NANYANG."

Captain Lehmann, will be despatched for the above Ports, TO-MORROW, the 2nd instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LARPAIK &amp; Co., General Managers.

Hongkong, 31st September, 1899. (1110a)

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIZURU MARU."

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 3rd September, at Daylight.

For Freight or Passage, apply to MITSUBI BUSSAN KAISHA, Agents.

Hongkong, 28th August, 1899. (1090a)

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"YUENSANG."

Captain P. H. Rolfe, R.N.R., will be despatched as above on MONDAY, the 4th September, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., General Managers.

Hongkong, 31st August, 1899. (1100a)

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR."

Captain E. Fey, will be despatched for the above Ports, on TUESDAY, the 5th September, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SOHS &amp; Co., Agents.

Hongkong, 30th August, 1899. (1108a)

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHINGTU."

Captain Williams, will be despatched as above on TUESDAY, the 5th September.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 19th August, 1899. (1030a)

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU."

Captain Williams, will be despatched on TUESDAY, the 5th September, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

M.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 19th August, 1899. (1052a)

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE, YOKOHAMA AND VLADIVOSTOK.

THE Company's Steamship

"FLINTSHIRE."

Dwyer, Commander, will be despatched for the above Ports on or about WEDNESDAY, the 6th September, at 5 P.M.

For Freight or Passage, apply to SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 30th August, 1899. (1105a)

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR."

Captain Jackson, will be despatched as above on WEDNESDAY, the 6th September.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 31st August, 1899. (1036a)

FOR NEW YORK VIA SUEZ CANAL.

THE British Steamship

"ARGYL."

will be despatched for the above port on or about the 15th September.

S.S. "JOHN SANDERSON" At Intervals S.S. "AFGHANISTAN" (.....) of 2 weeks.

For Freight, apply to DODWELL &amp; CO, LIMITED, Agents.

Hongkong, 30th August, 1899. (941a)

SHEWAN TOMES &amp; CO'S "NEW YORK" LINE.

FOR PHILADELPHIA AND NEW YORK.

THE New Steamship

"PING SUEY."

Captain C. de La Perelle, will be despatched for the above Port, on or about the 30th October.

For Freight, apply to SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 21st August, 1899. (1020a)

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENVENUE."

Captain Potter, will be despatched as above on or about the 8th September.

For Freight or Passage, apply to GIBB, LIVINGSTON &amp; Co., Agents.

Hongkong, 26th August, 1899. (1066a)

## Shipping.

## STEAMERS.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS.

(Taking Cargo at Through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &amp;c.)

THE Company's Steamship

"CHINGWO."

H. Harris, Commander, will be despatched as above on or about the 7th September.

For Freight, &amp;c., apply to HOLLIDAY, WISE &amp; Co., Agents.

Hongkong, 30th August, 1899. (975a)

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI."

Captain Campbell, will be despatched as above on or about the 11th September.

For Freight, apply to JARDINE, MATHESON &amp; Co., Agents.

Hongkong, 22nd August, 1899. (1065a)

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

(ROBT. M. SLOMAN &amp; Co.—HAMBURG).

FOR NEW YORK VIA SUEZ CANAL.

THE Full-powered Steamship

"PISA."

Captain Fend, will be despatched as above on FRIDAY, the 15th September.

The Steamer has Superior Accommodation for First and Second Class Passengers and has an Average Speed of 13 knots per hour.

For Freight or Passage, apply to CARLOWITZ &amp; Co., Agents.

Hongkong, 30th August, 1899. (938a)

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PYRRHUS."

Captain Butt, will be despatched as above on SATURDAY, the 16th September.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 28th August, 1899. (1093a)

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR."

having arrived from the above Ports, Cons



## Intimations.

**THE MUTUAL STORES**  
(SUB AGENTS LIPTON LIMITED.)  
28, 29 & 30, POTTINGER STREET, HONGKONG.

**SILVER SHIELD BRAND**  
OF  
**AMERICAN CANNED FRUIT.**

EQUAL TO ANYTHING THAT HAS EVER BEEN PUT ON THE MARKET.

**F. CAZANOVE,**  
BOF D'AUZ.

**GOLD MEDALS**  
Bordeaux, 1882. Paris, 1889.

**LIQUOR**  
AT THE FINEST FATHER  
**A. KERNMANN.**

THE FINEST LIQUOR  
IS OBTAINED FROM THE FORESTS  
OF THE ALPES AND FACILITATED  
BY THE BEST DISTILLATION.

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OF THE ALPES AND FACILITATED  
BY THE BEST DISTILLATION.

**Mining.**  
Punjom Mining Co., Ltd.—\$9.  
Do. Preference Shares—\$2.  
Société Française des Charbonnages du Tonkin—\$245.  
Queen Mines, Limited—\$50.  
Johani Mining and Trading Co., Ltd.—\$14.  
Raub Allain Gold Mining Co., Ltd.—\$62.  
Oliver's Freehold Mines, Ltd.—(A) \$83.  
Oliver's Freehold Mines, Ltd.—(B) \$67.  
Great Eastern and Caledonian Gold Mining Co., Ltd.—\$330.

**Docks, Wharves and Godowns.**  
Hongkong & Whampoa Dock Co., Ltd.—\$224.  
Hongkong and Kowloon Wharf and Godown Company, Limited—\$97.  
Wanchai Warehouse and Storage Co., Ltd.—\$45.  
New Amoy Dock Co., Ltd.—\$164.

**Lands, Hotels and Buildings.**  
China Provident Loan and Mortgage Co., Ltd.—\$10.  
Hongkong Land Investment and Agency Co., Ltd.—\$108.  
Kowloon Land and Building Co., Ltd.—\$29.  
West Point Building Co., Ltd.—\$351.  
Hongkong Hotel Co., Ltd.—\$130.  
Humphrey's Estate and Finance Co., Ltd.—\$104.

**Miscellaneous.**  
Green Island Cement Co., Ltd.—\$30.  
China-Borneo Co., Limited—\$10.  
A. S. Watson & Co., Limited—\$17.  
Hongkong Electric Co., Limited—\$13.  
Hongkong and China Gas Co., Ltd.—\$130.  
Hongkong Rope Manufacturing Co., Ltd.—\$190.  
Cao, Fenwick & Co., Ltd.—\$43.  
Hongkong Ice Co., Ltd.—\$130.  
Hongkong High-Level Tramways Co., Ltd.—\$145.  
Dairy Farm Co., Limited—\$6.  
Hongkong & China Bakery Co., Ltd.—\$25.  
Campbell, Moore & Co., Ltd.—\$12.  
Bell's Asbestos Eastern Agency, Limited—\$1 nominal.  
Bells Asbestos Eastern Agency, Ltd.—\$5.  
Carmichael & Co., Limited—\$8.  
Hongkong Cotton, Spinning, Weaving and Dyeing Co., Ltd.—\$70.  
Ewo Cotton Spinning & W. Co., Ltd.—Tls. 67.  
International Cotton Mfg. Co., Ltd.—Tls. 75.  
Lao-kung-mong Cotton Spinning & Weaving Co., Ltd.—Tls. 75.  
Soy Chee Cotton Spinning Co., Ltd.—Tls. 350.  
Yahloong Cotton Spinning Co., Ltd.—Tls. 55.  
Tebrau Planting Co., Ltd.—\$4 per share.  
Tebrau Planting Co., Ltd.—\$5.  
BENJAMIN, KELLY & POTTS (Share Brokers.)  
Telegraph Address—"Rialto."

## EXCHANGE.

Hongkong, 1st September.  
ON LONDON, Telegraphic Transfer, 1/11 3/16  
Bank Bills, on demand 1/11 3/16  
Credits, 4 months' sight 1/11 3/16  
Dinets, 4 months' sight 1/11 3/16  
ON BERLIN, Bank Bills, on demand 1/11 3/16  
Credits, 4 months' sight 1/11 3/16  
ON NEW YORK, Bank Bills, on demand 1/11 3/16  
Credits, 4 months' sight 1/11 3/16  
ON SHANGHAI, Telegraphic Transfer, 1/11 3/16  
Credits, 4 months' sight 1/11 3/16  
ON YOKOHAMA, T.T., 1/11 3/16 per cent. prem.  
Savings Bank's Buying Rate \$10.18  
Gold Leaf 100 touch, per tael 37 3/16  
Silver 100 touch, per tael 37 3/16  
Dollars 100 touch, per tael 37 3/16

## OPIUM QUOTATIONS.

Hongkong, 1st September.  
New Patna 850 per chest.  
New Benares 830  
New Malwa 750/770 per picul.  
Old Malwa 780/840  
Persian, paper tied 770/750

## VISITORS AT THE HONGKONG HOTEL.

Capt. and Mrs. Aitken  
and 2 children  
Mr. J. H. Aitken  
Mrs. John Angus  
Mr. W. S. Bailey  
Mr. D. J. Barlow  
Miss Horrold and  
Governess  
Mr. and Mrs. A. H.  
Huttenheim  
Mr. F. F. Burdett  
Mr. A. B. Carter  
Mr. J. L. Caserio  
Mr. P. C. Denroche  
Mr. A. Doctor  
Mr. L. E. Etzel  
Mr. G. E. Gelm  
Mr. & Mrs. K. Gibson  
Capt. Goddard  
Mr. R. J. Hall  
Mrs. Hilburn  
Mr. J. Howard  
Mr. Wm. K. Hughes  
Mr. L. G. Hummel  
Mrs. Jackson  
Mr. F. B. Jaub  
Major and Mrs. Jeffreys  
Mr. and Mrs. Joseph  
Mr. and Mrs. Kline  
Mr. Knapton  
Mr. J. Kirkwood  
Mr. J. Lora  
Mr. A. A. Leggatt  
Mr. Leon A. Lévy  
Mr. J. V. Mayston  
Mr. F. Mooney  
Mr. A. H. Myers  
Mr. J. W. S. Neeson  
Mr. A. C. Van Nierop  
Mr. J. O'Neill  
Mr. W. Parfitt  
Mr. P. Perez  
Mr. J. C. Perry  
Mr. and Mrs. S. G.  
Reilly  
Mr. C. E. Richardson  
Mr. S. J. Robins  
Mr. & Mrs. C. Robinson  
Mr. H. Simmonds  
Mr. and Mrs. Cecil  
Simpson  
Mr. A. J. Hamilton  
Smythe  
Mr. A. Spagnolo  
Mr. James Stoughton  
Mr. C. Thomas  
Mr. R. H. Tuckwell  
Mr. B. T. Walling  
Mr. R. Weil  
Mr. and Mrs. A. W.  
Whitlow  
Mr. and Mrs. Parnall  
Wild  
Mr. S. A. Willet  
Mr. J. Williamson  
Mr. and Mrs. F. T.  
Wright

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Dr. and Mrs. N. M. S. Colson, E. H. Gorges  
Staff-Surgeon and Mrs.  
Herdie  
Mr. and Mrs. Lionel  
Boyle  
Mr. H. P. R. Brayne  
Mr. P. Bure  
Mr. and Mrs. F. G.  
Collins  
Capt. van Corbach  
Mr. and Mrs. E. C.  
Daiton  
Mr. G. H. Dunn  
Mr. and Mrs. W. H. F.  
Davis and child  
Mr. A. L. Donison  
Mr. P. Dow  
Mr. A. Spencer Ellam  
Col. G. J. H. Evans  
Mr. J. S. Ezekiel  
Mr. R. M. Ezekiel  
Mr. A. Forbes  
Lt.-Col. A. R. Fraser  
Lieut. H. J. Hobson,  
U.S.N.  
Hon. and Mrs. R. D.  
Ormsby  
Mr. A. I. Richardson  
Mrs. Rolle  
Mr. Hugo Silvestri  
Capt. G. B. Simmonds,  
R.A.  
Major S. S. Long,  
D.A.A.G.  
Major M. M. Morris,  
R.A.  
Mrs. Morris  
Miss Ormsby  
Mr. A. I. Richardson  
Mrs. Rolle  
Mr. Hugo Silvestri  
Capt. G. B. Simmonds,  
R.A.  
Major S. S. Long,  
D.A.A.G.  
Major M. M. Morris,  
R.A.  
Mrs. Morris  
Miss Ormsby

## VISITORS AT THE WINDSOR HOTEL.

Mr. G. Ayoub  
Mr. Mortimer Cook  
Mr. Chesney Duncan  
Mr. Foster  
Mr. D. Grappo  
Mr. G. C. Hodson  
Mr. H. Holmes  
M. J. Kawamura  
Mr. & Mrs. James Lee  
Mr. Jordan Mackintosh  
Mr. A. Matoki  
Mr. M. Pardo  
Mr. H. Rees  
Mr. and Mrs. Robinson  
Mr. E. J. Young  
Mr. P. Zaidivar

## VESSELS IN PORT.

## Steamers.

AMARA, British steamer, 1,705, C. J. Matlock,  
28th Aug.—Mojit 21st Aug. Coal.—Jardine,  
Matheson & Co.  
ARRATOON APCAR, British steamer, 2,870, E.  
Fey, 30th Aug.—Calcutta via Straits 13th  
Aug., General.—David Sassoon, Sons &  
Co.  
AUSTRALIAN, British steamer, 3,000, P. T.  
Helms, 29th Aug.—Kobe 24th Aug.  
General.—Gibb, Livingston & Co.  
BELLEPHON, British steamer, 1,318, Lyons,  
25th Aug.—Java 6th Aug., and Singapore  
18th, Sugar.—Butterfield & Swire.  
BENLAVERS, British str., 1,484, A. Webster,  
25th Aug.—Mojit 19th Aug. Coal.—Gibb,  
Livingston & Co.  
CARLISLE CITY, British steamer, 1,894, Thos.  
Aitken, 7th Aug.—Mojit 2nd Aug., Gene-  
ral.—Butterfield & Swire.  
CROWN OF ARAGON, British steamer, 1,474,  
J. G. Dorward, 27th Aug.—Fochow 25th  
Aug.—Gillman & Co.  
DUNAY, Austrian steamer, 1,004, Kisslick,  
26th Aug.—Mojit 19th Aug. Coal.—Sander,  
Wieler & Co.  
ESMERALDA, British steamer, 666, R. W. Cob-  
ban, 22nd Aug.—Manila 19th Aug., Gene-  
ral.—Shewan, Tomes & Co.  
HAICHING, British steamer, 1,267, A. E.  
Hodgins, 30th Aug.—Fochow 24th Aug.  
Amoy 25th, and Swatow 29th, General.—  
Douglas, Laprak & Co.  
HIROSHIMA MARU, Japanese steamer, 2,035,  
S. Yoshizawa, 28th Aug.—Singapore 22nd  
Aug., General.—Nippon Yusen Kaisha.  
HOLSTEIN, German steamer, 985, M. Island,  
26th Aug.—Saigon 22nd Aug., Rice.—  
Jensen & Co.  
HONGKONG, French steamer, 847, Eastian,  
30th Aug.—Haiphong and Hoihow 29th  
Aug., General.—A. R. Marty.  
KUTSANG, British steamer, 1,495, R. C. D.  
Bradley, 29th Aug.—Java 20th Aug.,  
Sugar.—Jardine, Matheson & Co.  
KWONGSANG, British steamer, 989, W. S.  
Snicker, 31st Aug.—Canton 31st Aug.,  
General.—Jardine, Matheson & Co.  
MAIDURY MARU, Japanese steamer, 667, T.  
Ogata, 30th Aug.—Swatow 29th Aug.,  
General.—Mitsui Bussan Kaisha.  
MARIE JESSEN, German steamer, 1,771, T. C.  
Mathieson, 24th Aug.—Bangkok 17th  
Aug., General.—Jensen & Co.  
MAUSANG, British steamer, 1,643, J. Kynock,  
27th Aug.—Sandakan 20th Aug., Timber.  
—Jardine, Matheson & Co.  
NANYANG, German steamer, 983, Th. Lehmann,  
31st Aug.—Swatow 30th Aug., General.—  
Douglas, Laprak & Co.  
OLYMPIA, American steamer, 1,730, J. True-  
bridge, 21st Aug.—Tacoma, U.S.A. 23rd  
July, General.—Dodge & Co.  
OSLO, Norwegian steamer, 778, Ch. Pedersen,  
24th Aug.—Canton 23rd Aug., Ballast.—  
Sander, Wieler & Co.  
PIRA CHULA CHOM KLAO, British steamer,  
1,012, B. Pigot, 29th July.—Bangkok 25th  
July, General.—Yuen Fat Hong.  
QUARTZ, German steamer, 1,146, H. Johannsen,  
30th Aug.—Saigon 26th Aug., Rice.—  
Jardine, Matheson & Co.  
ROHILLA, British steamer, 2,216, S. de B.  
Lockyer, 21st Aug.—Yokohama 21st  
Aug., General.—S. O. S. N. Co.  
SINGAPORE, Italian steamer, 2,431, E. Pa-  
rella, 29th Aug.—Genoa 29th July, and  
Singapore 22nd Aug., General.—Carlowitz  
& Co.  
SUISANG, British steamer, 1,776, E. J. Todd,  
24th Aug.—Calcutta via Penang and  
Singapore 18th Aug., Opium and General.—  
Jardine, Matheson & Co.  
TAISANG, British steamer, 1,544, W. E. Sawyer,  
31st Aug.—Canton 30th Aug., General.—  
Jardine, Matheson & Co.  
TAMBA MARU, Japanese steamer, 3,783, John  
W. Vale, 30th Aug.—Singapore 25th  
Aug., General.—Nippon Yusen Kaisha.  
TRITOS, German steamer, 1,033, W. A. Diasse,  
28th Aug.—Saigon 24th Aug., Rice.—  
Siemssen & Co.  
URANUS, American steamer, 1,200, Salvador  
Landa, 29th Aug.—Manila 27th Aug.,  
General.—Brandao & Co.  
VICIYA, American steamer, 719, A. Eiguse,  
29th Aug.—Manila 27th Aug., General.—  
"Order."  
YUENSANG, British steamer, 1,128, P. H. Kolfe,  
R.N.R., 31st Aug.—Manila 28th Aug.,  
General.—Jardine, Matheson & Co.

## Sailing Vessels.

GOVERNOR ROBE, American ship, 1,627,  
Nichols, 21st Aug.—New York 5th May.  
Kerosins Oil.—Standard Oil Co.  
JOSEPHUS, American ship, 1,547, P. Gilkey,  
30th Aug.—New York 25th April, Case  
Oil.—Standard Oil Co.  
KELAT, British ship, 1,822, John Hughes, 5th  
Aug.—New York 3rd April, Case Oil.—  
Standard Oil Co.  
SIMLA, British 4-masted bark, 2,087, Huestis,  
25th Aug.—Cebu and Philippine Islands  
22nd Aug., Ballast.—Order.  
ST. DAVID, American ship, 1,100, Lyons, 16th  
Aug.—San Francisco 3rd June, Flour.—  
Order.

## HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, September 1st, 1899.  
Alacrity, despatch-vessel, 1,700 tons, 6 p.d.  
g.f. guns, 3,000 i.h.p., Commander A. H.  
Smith-Dorrien, cruising.  
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p.  
Com. E. J. W. Slade, Fochow.  
Aurora, British cruiser, 5,600 tons, Capt. E. H.  
Bayly, cruising.  
Barfleur, 1st class battleship, 13,000 tons, 14  
guns, 13,163 i.h.p., Captain Hon. S. C. J.  
Colville, C.B., cruising.  
Bogatynia, 2nd class cruiser, 4,360 tons, 18  
guns, 9,000 i.h.p., Capt. R. H. J. Mont-  
gomery, C.B., R.N., Hongkong.  
Brisk, British cruiser, 1,770 tons, 6 guns, 5,600  
i.h.p., Capt. Wey, cruising.  
Centurion, 1st class battleship, 10,000 tons, 14  
guns, 13,000 i.h.p., Captain R. J. Jellicoe,  
cruising.  
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p.,  
Comdr. C. W. Winnington-Ingman, cruising.  
Esk, coast defence gunboat, 363 tons, 3 guns,  
200 i.h.p., Lieut.-Comdr. C. Chadwick,  
Shanghai.  
Fame, twin screw, torpedo-boat destroyer, 402  
tons, 5,400 i.h.p., Lieut.-Com. R. Keyes,  
cruising.  
Firebrand, 3rd class gunboat, 455 tons, 4 guns,  
360 i.h.p., Hongkong.

Handy, twin screw, torpedo-boat destroyer,  
260 tons, 6 guns, 4,000 i.h.p., Hongkong.  
Hart, twin screw, torpedo-boat destroyer, 260  
tons, 6 guns, 4,000 i.h.p., Hongkong.  
Hermione, 2nd class cruiser, 4,360 tons, 9,000  
i.h.p., 18 guns, Capt. G. Callaghan, cruising.  
Jumber, storeship, 1,640 tons, 800 i.h.p., Com.  
H. J. Davis, Hongkong.  
Iphigenia, 2nd class cruiser, 3,600 tons, 8  
guns, 7,000 i.h.p., Capt. H. N. Dudding,  
cruising.  
Linnet, gun-vessel, 756 tons, 2 heavy guns, 4  
6-pounders, 870 i.h.p., Commander W. W.  
Smythe, cruising.  
Orlando, British cruiser, 5,600 tons, Capt. J.  
Burke, H. ngkong.  
Peacock, 1st class gunboat, 755 tons, 6 guns,  
1,200 i.h.p., Lieut.-Comdr. P. S. St. John,  
Manila.  
Phaon, sloop, 1,050 tons, 6 guns, 1,100 i.h.p.,  
Com. R. J. Cochran, Singapore.  
Pigmy, 1st class gunboat, 755 tons, 6 guns,  
1,200 i.h.p., Lieut.-Comdr. J. F. E. Green,  
en route Shanghai.  
Plover, 1st class gunboat, 755 tons, 6 guns,  
1,200 i.h.p., Lieut.-Comdr. S. V. V. De M.  
Copper, Fochow.  
Powerful, 1st class cruiser, 12,200 tons, 25,000  
i.h.p., Hon. H. Lambton, Wei-hai-wei.  
Rattler, 1st class gunboat, 715 tons, 6 guns,  
1,200 i.h.p., Lieut.-Com. The Hon. C. A.  
Hardinge, Fochow.  
Swift, gun-vessel, 756 tons, 2 heavy guns, 4  
6-pounders, 870 i.h.p., Fochow.  
Tamar, receiving ship, 4,600 tons, Comdr.  
Powell, Hongkong.  
Tweed, coast defence gunboat, 363 tons, 3  
guns, 200 i.h.p., Hongkong.  
Undaunted, 1st class cruiser, 5,600 tons, 12  
guns, 8,500 i.h.p., Capt. A. C. Clarke,  
cruising.  
Victorious, British battleship, 14,900 tons, 32  
guns, 12,000 i.h.p., Captain A. Schomburgk,  
cruising.  
Waterwitch, surveying vessel, 620 tons, Com-  
mander W. P. Dawson, Chusan.  
Whiting, twin screw, torpedo-boat destroyer,  
1,200 tons, 6,000 i.h.p., Lieut.-Comdr. E.  
Kelly, cruising.  
Wivern, coast defence ship, 2,750 tons, 4 guns,  
1,000 i.h.p., Hongkong.  
Torpedo-boats in Reserve Nos. 8 and 20, 35,  
36, 37 and 38, first-class; and 3 second-class  
boats.

## Miscellaneous.

Etna, Italian cruiser, 3,530 tons, Capt. G.  
Girolodi, Shanghai.  
Kaiserin Elisabeth, Austrian cruiser, 4,064  
tons, 9,000 i.h.p., Capt. Julian, Shanghai.  
Liberal, Portuguese gunboat, 588 tons, Comdr.  
Cunha, Macao.  
Marco Polo, Italian cruiser, 2,879 tons, Captain  
Ed. Inconrini, Hongkong.  
Stronboli, Italian cruiser, 3,359 tons, Captain  
Cantantini, Shanghai.

## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

## The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser,  
5,000 tons twin screw, 36 guns, 9,500 h.p.,  
Captain Molas, at Port Arthur.  
Albatross, Russian gunboat, 810 tons, 8 guns, 760  
h.p., Captain Etkin, at Vladivostok.  
Bobr, Russian gun-vessel, twin screw, 950 tons,  
13 guns, 1,150 h.p., Captain Boisman, at  
Nagasaki.  
Dimitri Donskoy, Russian armoured cruiser,  
5,893 tons, twin screw, 34 guns, 7,000 h.p.,  
Com. Witthoff, at Vladivostok.  
Gaidamak, Russian gunboat, 400 tons, twin  
screw, 18 guns, 3,500 h.p., Capt. Serebren-  
nikoff at Vladivostok.  
Grunskiy, Russian armoured cruiser, 1,492  
tons, twin screw, 12 guns, 2,000 h.p., Capt.  
Boubenoff, at Port Arthur.  
Koryeys, Russian cruiser, 1,200 tons, 9 guns,  
2,150 h.p., Capt. Serebriankoff, at Port  
Arthur.  
Kryazev, Russian cruiser, 1,300 tons, 18 guns,  
1,800 h.p., Capt. Zvinsky, at Singapore.  
Mandjour, Russian cruiser, 1,213 tons, twin  
screw, 14 guns, 1,500 h.p., Capt. Kachaloff,  
at Vladivostok.  
Navarin, Russian battleship, 10,000 tons, 12  
guns, 9,000 h.p., Captain Teniche, at  
Vladivostok.  
Nayadnik, Russian cruiser, 1,334 tons, 14 guns,  
1,800 h.p., Capt. Zarin, at Port Arthur.  
Okeany, Russian armoured cruiser, 1,490 tons,  
twin screw, 12 guns, 2,000 h.p., Captain  
Copranoff, at Nagasaki.  
Pamiat Azova, Russian cruiser, 6,000 tons, 36  
guns, 8,000 h.p., Captain Virensin, at  
Vladivostok.  
Rostia, Russian armoured cruiser, 12,200 tons,  
Capt. Domojoff, at Port Arthur.  
Rurik, Russian flagship, 10,540 tons, armoured  
cruiser, 1st class, 44 guns,  
13,500 h.p., Capt. Grop, at Port Arthur.  
Sitalach, Russian gunboat, 4 guns, 1,200 h.p.,  
Capt. Barronoff, at Vladivostok.  
Sissol Vikiy, Russian battleship, 10,000 tons,  
10 guns, 8,500 i.h.p., Capt. C. Farenayo,  
at Port Arthur.  
Stovoch, Russian gunboat, 950 tons, twin  
screw 13 guns, 1,200 h.p., Capt. Astromoff,  
at Port Arthur.  
Vladimir Monomach, Russian cruiser, 6,000  
tons, since Ouchtomsky, at Port Arthur.  
Vorosh, Russian torpedo gunboat, 4 guns, 650  
h.p., Com. Molokousky, at Vladivostok.  
Vladimir, Russian torpedo boat, 200 tons, 18  
guns, twin screw, 3,500 h.p., Capt. Rogulif,  
at Vladivostok.  
Yakov, Russian gunboat, 16 guns, 890 h.p., at  
Vladivostok.  
Zabinka, Russian cruiser, 1,230 tons, 20 guns,  
2,000 h.p., Capt. Shkruff, at Port Arthur.

## RUSSIAN TORPEDO FLOTILLA.

## (SEA GOING).

Dorgo, 1st class Russian torpedo boat, 81 tons,  
3 guns, 2 torp tubes 1,100 h.p., speed, 21  
knots.  
Revel, 1st class Russian torpedo boat, 96 tons,  
3 guns, 2 torp tubes 780 h.p., speed, 22 knots.  
Swaborg, 1st class Russian torpedo boat, 69  
tons, 3 guns, 2 torp tubes 780 h.p., speed  
19 1/2 knots.  
(At and 2nd class.)  
Forth, Russian torpedo boat, 23 tons, 1 gun,  
220 h.p., 16 knots.  
Janitchik, Russian torpedo boat, 87 tons, 4  
guns, 970 h.p., 19 knots.  
Nargen, Russian torpedo boat, 81 tons, 4 guns,  
1,200 h.p., 22 knots.  
Novorostik, Russian torpedo boat, 87 tons, 4  
guns, 2,900 h.p., 22 knots.  
Podorimik, Russian torpedo boat, 23 tons, 1  
gun, 220 h.p., 16 knots.  
Slit, Russian torpedo boat, 23 tons, 1 gun, 220  
h.p., 16 knots.  
Skorpion, Russian torpedo boat, 23 tons, 1 gun,  
220 h.p., 16 knots.  
Strelach, Russian torpedo boat, 23 tons, 1 gun,  
220 h.p., 16 knots.  
Strauss, Russian torpedo boat, 23 tons, 1 gun,  
220 h.p., 16 knots.  
Sungur, Russian torpedo boat, 140 tons, 4  
guns, 1,800 h.p., 22 knots.  
Usur, Russian torpedo boat, 140 tons, 4 guns,  
1,800 h.p., 22 knots.  
Flagship of Vice-Admiral Alexeiev.  
Flagship of Rear-Admiral F. V. Dubosoff.  
Flagship of Rear-Admiral Neouss.

## THE FRENCH SQUADRON.

Aspie, French gunboat, 463 tons, 6 guns, 453  
h.p., Captain Journe, at Saigon.  
Bayard, French flagship, 5,068 tons, 36 guns,  
4,500 h.p., Capt. Joannitt, at Yokohama.  
Beaulieu-Beaupre, French cruiser, 2,245 tons,  
14 guns, 895 h.p., Captain Ternet, at  
Cheloo.  
Brutus, French cruiser, 4,750 tons, 16 guns,  
8,800 i.h.p., at Saigon.  
Comete, French gunboat, 473 tons, 6 guns, 631  
h.p., Captain Simon, at Saigon.  
Descares, French protected cruiser, 3,985 tons,  
36 guns, 531 i.h.p., Captain Bernard, at  
Nagasaki.  
Eclaircur, French cruiser, 1,608 tons, 15 guns,  
2,408 i.h.p., Capt. Texier, at Along Bay.  
Forfait, French cruiser, 2,341 tons, 23 guns,  
2,764 h.p., Capt. Delort, at Nagasaki.  
Inconstant, French cruiser, 891 tons, 8 guns,  
850 i.h.p., Capt. La Seyne, at Chemulpo.  
Jean Bart, French cruiser, 4,500 tons, 10 guns,  
8,000 i.h.p., Capt. Aubin, at Fochow.  
Lion, French gunboat, 473 tons, 8 guns, 576  
h.p., Capt. Amot, at Shanghai.  
Pascale, French protected cruiser, 3,985 tons,  
36 guns, 9,000 i.h.p., Capt. de Bretzel, at  
Manila.  
Pluvier, French despatch-boat, 545 tons, 4  
guns, 500 h.p., Comdr. Vidal, at Bangkok.  
Surprise, French gunboat, 627 tons, 10 guns,  
860 i.h.p., at Saigon.  
Triomphante, French armoured str., 4,700 tons,  
24 guns, 2,400 h.p., Capt. B. de Brozel, at  
Saigon.  
Vauban, French flagship, 6,150, Capt. Bouet  
at Haiphong.  
Vipiere, French gunboat, 463 tons, 6 guns, 441  
h.p., Comdr. Constatle, at Saigon.  
Flagship of Rear-Admiral Cigault de  
Bedollier.

## THE GERMAN SQUADRON.

Cormoran, German cruiser, 1,640 tons, 13 guns,  
2,700 h.p., Comdr. Brunsat, at Friedrich  
Wilhelmshaven.  
Gefion, German cruiser, 2,207 tons, 25 guns,  
9,000 h.p., Capt. Fehenius, at Amoy.  
Deutschland, German cruiser, 7,319 tons, 38  
guns, 5,350 h.p., Capt. Planchet, at Seoul.  
Irene, German cruiser, 4,400 tons, 22 guns,  
8,000 h.p., Capt. Obenteimer, at Fochow.  
Kaiserin Augusta, German cruiser, 6,000 tons,  
12 guns, 12,000 i.h.p., Captain Gulich, at  
Manila.  
Kaiser, German flagship, 7,676 tons, 28 guns,  
8,800 h.p., Captain Stubenrauch, at Wei-  
hai-wei.  
Mowee, German surveying vessel, 970 tons,  
Captain Korveten, at Amoy.  
Prinzess Wilhelm, German cruiser, 4,400 tons,  
22 guns, 8,000 h.p., Captain Truppel, at  
Kiaochow.  
Flagship of Rear-Admiral von Diederichs.  
Flagship of Prince Henry of Prussia.

## THE AMERICAN SQUADRON.

Baltimore, U.S. cruiser, 4,413 tons, 10 guns,  
10,604 h.p., Capt. N. M. Dyer, at Manila.  
Bennington, U.S. gunboat, 1,170 tons, 6 guns,  
3,436 h.p., Com. E. D. Taussig, at Manila.  
Boston, U.S. cruiser, 3,000 tons, 8 guns, 4,030  
h.p., Capt. Whiting, at Nagasaki.  
Buffalo, U.S. converted-cruiser, 6,888 tons, 6  
guns, 3,